

The Seafarer

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Customer Service Bulletin

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New CO at FISC

The Fleet and Industrial Supply Center, Norfolk has a new commanding officer. He is Capt. Loren V. Heckelman, Supply Corps, U. S. Navy. Capt. Heckelman assumed command of FISC Norfolk on August 16, 2002 from Capt. William A. Kowba.

Captain Heckelman comes to FISC Norfolk from the the Programming Division (N80) on the staff of the Chief of Naval Operations in Washington, D.C.

He has completed three sea tours and four deployments, in both the Atlantic and Pacific Fleets, on a destroyer (USS Bigelow DD-942), the nuclear powered aircraft carrier, USS

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FISC Norfolk Logistics Support Center

Conveyor Belt Vehicle to ease subsistence loading at piers



Photo by Jim Kohler

Norfolk Naval Station - Charlene Jackson-Taylot, a certified MULAG operator, and Andre Brown load material aboard the USS Stump DD-978. The diesel conveyor belt vehicle known as the "MULAG" is being deployed by FISC Norfolk to load smaller ships at the piers. The vehicles use an endless belt system to transport material easily aboard ship without the need to carry the items up a ramp. The vehicles weigh 9,480 pounds and are 45.6 feet long with a maximum single belt load of 330 lbs. Their prime function will be to support the provisions on-loads. FISC LSRs will arrange non-food conveyor use. The naval version of the MULAG, the MDF 12, was specifically designed for loading or offloading military ships. Features include a rotating beacon light for conveyor belt lowering mounted underneath the conveyor boom, a NATO-standard starting aid socket, manual pump for emergency operations, five feet of rollers located at the front of the boom, removable extensions, guard rails, and adjustable rear height of the belt to 5 feet. See MULAG Guidelines on Page 6 for more information on Fleet support with these conveyors.

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Commodore Esek Hopkins



Commodore Hopkins, portrait by C. Corbutt, 1776. Library of Congress, Prints and Photographs Division.

Although Benjamin Franklin helped create the American rattlesnake symbol, his name isn't generally attached to the rattlesnake flag. The yellow "don't tread on me" standard is usually called a **Gadsden flag**, or less commonly, a **Hopkins flag**.

These two individuals were mulling about Philadelphia at the same time, making their own important contributions to American history and the history of the rattlesnake flag.

Christopher Gadsden was an American patriot if ever there was one. He led Sons of Liberty in South Carolina starting in 1765, and was later made a colonel in the Continental Army. In 1775 he was in Philadelphia representing his home state in the Continental Congress. He was also one of three members of the Marine Committee who decided to outfit and man the Alfred and its sister ships.

Gadsden and Congress chose a Rhode Island man, Esek Hopkins, as the commander-in-chief of the Navy. The flag that Hopkins used as his personal standard on the Alfred is the one we would now recognize. It's likely that John Paul Jones, as the first lieutenant on the Alfred, ran it up the gaff.

It's generally accepted that Hopkins' flag was presented to him by Christopher Gadsden, who felt it was especially important for the commodore

SECNAV orders U. S. Navy ships to fly "Don't Tread On Me" flags during global war on terrorism as a symbol of engagement



Norfolk, Virginia - FISC Norfolk's Customer Operations Officer, Cmdr. Brett Sturken (center right) and Logistics Support Representative Garry Humphries (center left) present the USS Cape St. George with the Navy "Don't Tread On Me" Jack flag which will be displayed on U.S. Navy ships during the global war on terrorism. The order to fly the flags was issued by Navy Secretary Gordon England. Receiving the flag on behalf of the ship was Captain Mark Wahlstrom, commanding officer, and Commander Steve Morgan, the ship's supply officer. **Photo by Jim Kohler.**

As the first ships of the Continental Navy readied in the Delaware River during the fall of 1775, Commodore Esek Hopkins issued a set of fleet signals. His signal for the "whole fleet to engage" the enemy provided for the "strip'd Jack and Ensign at their proper places." Thus, from the very beginning of our Navy, the Jack has been used on board American warships. The first Navy Jack was a flag consisting of 13 horizontal alternating red and white stripes bearing diagonally across them a rattlesnake in a moving position with the motto "Don't Tread On Me." The temporary substitution of this Jack represents an historic reminder of the nation's and Navy's origin and will to persevere and triumph.

The first Navy Jack will be displayed on board all U.S. Navy ships in lieu of the Union Jack, in accordance with sections 1259 and 1264 of U.S. Navy Regulations. The display of the first Navy Jack is an authorized exception to section 1258 of the regulations.

to have a distinctive personal standard. Gadsden also presented a copy of this flag to his state legislature in Charleston. This is recorded in the South Carolina congressional journals:

Col. Gadsden presented to the Congress an elegant standard, such as is to be used by the commander in chief of the American Navy; being a yellow field, with a lively representation of a rattlesnake in

the middle, in the attitude of going to strike, and these words underneath,

**"Don't Tread
On Me!"**

FISC Norfolk awards \$1 billion plus IDIQ Contract under 8 (a) Program

Fleet and Industrial Supply Center, Norfolk (FISC) in partnership with the Fitting Out Supply Support Assistance Center (FOSSAC) has awarded a contract under the Small Business Administration (SBA) Section 8 (a) Program with a ceiling amount of \$1,130,396,850 to FSS/Alutiiq, a joint venture of Field Support Services and Alutiiq in Anchorage, Alaska, an Alaskan native corporation. The contract type is an Indefinite Delivery/Indefinite Quantity (IDIQ) with time and material pricing provisions. The base year is from September 12, 2002 through September 11, 2003 with four additional one-year options.

The contract issued is for global logistic and supply support of the Inter-Service Supply Support Operations Program (ISSOP) for FOSSAC. ISSOP covers supply logistics that include material handling requirements at the various government locations worldwide including the United States, Puerto Rico, Guam, Europe, the mid-East, and the Pacific Rim. The contractor will provide logistics, material, and support service functions as follows:

(a) Logistics and material functions include: warehouse operations; material off-load / back-load, relocations; material distribution, packing and packaging; material requisitions; excess material processing; material receiving, stowing, sorting, and inventorying; location audits; material updating and identifying, expediting; causative research; bar coding; retail operations; transportation (equipment and personnel); receiving and issuing fuel; and equipment validation.

(b) Support service functions include data entry, operating computers; preparing and updating financial records; preparing and updating medical records; word processing and document preparation; sorting and distributing packages and mail; repairing, testing or modifying microcomputers; witnessing household goods reweighing; building and grounds (interior and exterior); galley support services; and lodging assistance to government personnel. Historically, ISSOP has provided logistics supply



On hand for the signing of the \$1 billion-plus contract were (l-r seated) Capt. Mike Carlson, FISC Norfolk Acquisition Executive, Marlene Chambley, FISC contracting officer, George Bernardy, president & CEO FSS, Inc. Also on hand for the signing were (back row l-r) Linda Owen, FISC Norfolk's Deputy for Small Business, Heather Shaw and Bonnie Parker, contracting specialists who who assisted on the award of the contract.
Photo by Jim Kohler

support expertise through reimbursable material management and supply support services for customers worldwide for over 30 years. A brief history of completed and ongoing projects includes: Material Turned Into Store (MTIS) functions at several stock points; Fleet Inventory Groom Program to identify, offload and redistribute excess repair parts from ships; Validation program for new ship and submarine construction and refitting projects; Defense Printing Service support for digitizing technical manuals; Aircraft refueling; Redistribution of humanitarian aid material being returned from refugee support efforts at Guantanamo Bay, Cuba; Receiving, staging, issuing and delivering

food, health and comfort items and general material; Foreign Military Sales (FMS) support; material distribution, and marketing support for DRMOs; Prime Vendor Receiving; and COSAL/Records Maintenance.

**For Contracting
Assistance
Contact the
FISC Norfolk
Contracting Department
At (757) 443-1347**

One Touch Support v3.2 now on line

One Touch Support (OTS) version 3.2 is now available on line at www.onetouch.navy.mil. OTS provides fleet sailors, industrial activities and support providers a web based tool for conducting integrated technical screening, stock checks (afloat and ashore), requisition input, requisition status and shipment tracking from over twenty government and commercial data sources. In addition, through a direct link to the DoD e-Mall, OTS can be used to view and order all government owned assets and spares or procure commercially provided non-critical parts and supplies.

One Touch support is a state-of-the-art web site that replaces seven legacy regional and global one touch systems. All current users of regional and global one touch should register in the new One Touch Support System at the web site.

One Touch Support training was provided by NAVSUP representatives on August 22 & 23 at the Fleet and Industrial Supply Center in Norfolk, Virginia. This was a great opportunity to receive first hand training and provide feedback on the new web site. For more information contact Dianna Klein , FISC Norfolk, at DSN 646-1640 or 757-443-1640.

DOD Provides Transitional Health Care up to 120 Days for certain members

The Department of Defense has reported that family members of certain service members separating from active duty are eligible for up to 120 days of TRICARE health care benefits. The DoD Worldwide TRICARE Transitional Health Care Demonstration Project is retroactive to January 1 and is in effect for two years.

It applies to families of:

- Active duty service members involuntarily separated under honorable conditions;
- Reserve component members separated from active duty after involuntary retention on active duty in support of a contingency operation;
- A service member separated from active duty after involuntary retention on active duty in support of a contingency operation; and
- A separated service member who voluntarily remained on active duty for one year or less in support of a contingency operation.

TRICARE officials said that eligible families may use TRICARE Prime, the least costly option for most people; TRICARE Standard, the fee-for-service option with deductibles and cost shares; or TRICARE Extra, the network option with deductibles and negotiated fees.

Eligible families receive 60 days of transitional coverage if sponsors served less than six years on active duty, and 120 days if sponsors served six or more years. For more information on TRICARE and claim forms, visit www.tricare.osd.mil or visit the TRICARE service center or benefits counselor at the nearest military healthcare facility.

e-Buy Officially Launched by GSA

The General Services Administration (GSA) has officially launched e-Buy, a new online Request for Quotes (RFQ) tool offering Federal buyers a fresh, new look and more search muscle in today's electronic marketplace.

GSA is committed to ensuring that agencies are well-positioned to obtain the products and services they need from the commercial marketplace. "e-Buy makes use of modern technology to provide an efficient and effective tool, which enables Federal buyers to interact with the commercial marketplace and obtain best value solutions for their operations," said GSA Administrator Stephen A. Perry.

As part of GSA Advantage, e-Buy offers Federal customers a simple yet flexible way to obtain quotes for services and large quantities of products. All registered users of GSA Advantage have access to e-Buy.

e-Buy streamlines the buying process by allowing RFQs and quotes to be exchanged electronically between Federal buyers and Schedule contractors. In the process, e-Buy eliminates the need for mailing and faxing, allows electronic orders to be placed and improves search capabilities. Buyers set the parameters of the RFQ such as performance and evaluation criteria, vendors solicited, and closing dates. Buyers performing market research can also use e-Buy to simplify the process of requesting information from schedule contractors.

With continued focus on increasing competition under GSA's Federal Supply Schedule (FSS) program, e-Buy supports the administration's goal of creating a market-based government that is committed to competition, innovation, and transparency, said Angela Styles, Administrator of the Office of Federal Procurement Policy of the Office of Management and Budget.

Visit e-Buy at www.gsa.advantage.gov

Navy Bluejacket's Manual Celebrates 100th Year

By Chief Journalist Rhonda Burke & Helen Concepcion

GREAT LAKES, Ill. -- Students in training at the Service School Command's Seamanship Training Division became part of Naval history this year when they observed the 100th anniversary of the Navy's Bluejacket's Manual. The Bluejacket's Manual is celebrating a century of teaching sailors the basics of Navy seamanship and life in the Navy -- including terminology, rank structure, jobs, military drill, and proper wearing and stowing of uniforms.

"This book has staying power," said Tom Cutler, current author of the manual and a retired Navy lieutenant commander. "You'll find some things have not changed in 100 years. There is a lot in this book that will teach you about honor, courage and commitment, and Naval heritage."

Cutler and retired Rear Admiral Thomas Marfiak, chief executive officer of the U.S. Naval Institute, gave a brief presentation on the book and its history to students in the Seamanship school. "The Navy will change (during your time in service) but what won't change is the heart and spirit of the American sailor and the courage he shows around the world," Marfiak told the sailors in training. "I hear and see your commitment to the Navy." Coincidentally, there are 23 chapters in the Centennial edition of the Bluejacket's Manual, which is the 23rd edition. Cutler said significant changes have been made in this edition, including the inclusion of many additional Internet links and the focus of chapter two on Naval missions and history.

The Bluejacket's Manual gets a major overhaul every four years and is printed every six months. Each edition includes minor updates that ensure the manual is as accurate as possible. Recruit Division Commanders at the Recruit Training Command were instrumental in reviewing the 100th anniversary edition to ensure the material presented is relevant to what is being taught in boot camp. Recruits are issued a Bluejacket's Manual during their in-processing days.

The first Bluejacket's Manual was printed in 1902 and authored by Lieutenant Ridley McLean. By World War I, the Bluejacket's Manual was issued to every recruit in boot camp, a tradition that has continued to this day.

Licensing, Certification Info for Military Jobs Available Online

Separating military members can now get help earning professional certification or licenses related to their military jobs for the civilian world before they leave the service. Information for separating service members can be found on the DANTES Web site at <http://voled.doded.mil/dantes/cert/index.htm>.

The site describes certifications or licenses required to take a job in a wide variety of civilian career fields. Service members can search based on their occupational specialty or service code. The

site describes how well members' training and experience in military jobs prepare them for the tests and what added work members might need to do. The DANTES site also contains links to information from the Department of Labor and the Bureau of Labor Statistics on what civilian jobs correspond to military specialties. Another information source for departing members of all services is Credentialing Opportunities Online at <http://www.armyeducation.army.mil/cool>.



Navy Lodge Web Site launched

The Navy Lodge Program, a part of the Navy Exchange Service Command (NEXCOM), has launched a new Web site. The site, www.navy-lodge.com, gives a listing of each Navy Lodge location complete with directions, phone numbers and other helpful information. The Navy Lodge System has a 24-hour reservation system. Once an individual Navy Lodge has been selected, the Sailor can view a photograph of the facility and see check-in and out times and get directions. Area attraction details as well as information about facilities within walking distance is also listed.

All Navy Lodge rooms are air conditioned, have cable TV with HBO, a video cassette recorder, direct-dial telephone service and many have a kitchenette complete with microwave and utensils. Free local calls, free in-room coffee and newspapers as well as convenient on-base parking are also available. For more information, Sailors can also call 1-800-NAVY-INN, 24 hours-a-day, 7 days-a-week to receive a Navy Lodge directory or to make a reservation. Reservation and room assignments are accepted on an as-received basis without regard to rank.



FISC Norfolk

Captain Lee Henwood to head Material Operations Department

Captain Lee C. Henwood, SC, USNR has arrived at FISC Norfolk from the NAVSUP Office of Personnel in Millington, Tenn. Captain Henwood will assume the job of Material Operations Officer from Commander Dave Wiggs.

Captain Henwood completed the BQC in May 1981, then reported to USS Truett (FF 1095) as Assistant Supply Officer, and later fleeted up to Supply Officer. Other duty stations have included NAS Memphis, Tenn.; Navy Material Transportation Office, Norfolk, Va., USS Inchon (LPH 12), Naval Expeditionary Logistics Support Force, Williamsburg, Va., and CINCPACFLT Pearl Harbor.

Photo by Bill Pointer



SUPPO should notify Public Works Center (PWC) / Port Operations of the required move.

- At the 48 hours interval, your LSR will visit the ship again to survey the pier and ship location and also to ensure that the proper coordination has been made for the removal of all obstacles preventing the safe use of the Mulag.
- The Supply Officer will be advised, at the 24 hours interval, that the Mulag will be pre-staged next to the ship, the evening prior to scheduled on load, to prevent any delays in the loading of stores the following morning.
- The LSR will notify port operations point of contact to inform them of the scheduled date, time, and location that the Mulag will be staged to avoid conflict with PWC's previous arrangements, if any.
- The contractor will notify PWC of any fuel required to operate the Mulag, the day before scheduled on load time, to avoid any unnecessary delay the day of scheduled usage.

MULAG Guide Lines

In an ongoing effort to enhance Fleet support the Naval Supply Systems Command has recently purchased four Mulags (portable conveyors) which will facilitate the contractors loading of stores provision for the Atlantic Fleet ships. The following guidelines listed below are provided to ensure a problem free process for the coordinating, scheduling, and use of the Mulag conveyors:

- SUPPO/FSO identify your need for an on load working party at the time your order is initially placed with the STORES operator, at least 72 hours in advance of your required delivery date (RDD); after meeting the requirements for an on load working party, your Logistic Support Representative (LSR) will visit the ship at 72, 48 and 24 hour intervals before the RDD. At 72 hours prior to RDD, the LSR will survey the pier and ship location to verify that the Mulag is useable at that pier/ location and also inform the ship's Supply Officer if any obstacles require moving prior to the set up of the conveyor, i.e., pallets, storage lockers, shore power cables. In the event shore power cables need movement, the



New CO from page 1

Carl Vinson CVN-70) and, most recently, as the Supply Officer on USS Abraham Lincoln (CVN-72). During his afloat tours, he qualified as a Surface Warfare Officer, a Surface Warfare Supply Corps Officer and an Aviation Supply Officer. His shore tours have included Commissary Store Officer, Mayport, Fla.; Control Division Officer, NAVRESSOFSO, Jacksonville, Fla.; A-7/A-4/T-2/T-45 Weapons Manager and Strike/Fighter Procurement Division Director at the Naval Aviation Supply Office, Philadelphia, Pa.; Executive Assistant to the Commander, Naval Information Systems Management Center, Washington, D.C.; Head, Financial Policy, Programs and Management Branch within the Financial Management/Comptroller Directorate of the Naval Supply Systems Command, Washington, D.C.; and, Operational Infrastructure Analyst in the Department of the Navy 1995 Base Realignment and Closure Project Office, Office of the Secretary of the Navy, Washington, D.C.

He has served a two year overseas assignment as Executive Officer of the U.S. Fleet and Industrial Supply Center in Yokosuka, Japan from July 1995 to September 1997.

Captain Heckelman earned a Bachelor's Degree from Miami University in Oxford, Ohio and was awarded the Master of Business Administration Degree from the University of Michigan in Ann Arbor, Michigan. He is a Massachusetts Institute of Technology, Center for International Studies Fellow, having completed their Seminar XXI on Foreign Politics, International Relations and the National Interest in April 2000. He is also a May 2002 graduate of the Advanced Executive Program at the Kellogg School of Management, Northwestern University.

His personal awards include the Legion of Merit, Meritorious Service Medal (three awards), the Navy and Marine Corps Commendation Medal (three awards), the Navy and Marine Corps Achievement Medal, the Military Outstanding Volunteer Service Medal and numerous other unit and service awards.

CPO and Petty Officer Courses Available Online

This fall, Navy commands worldwide will be teaching indoctrination classes for their newest petty officers and chief petty officers. These courses are a critical part of a Sailor's professional development and teach topics in military history, leadership and communication. In addition to the nine topics already included in the CPO indoctrination course, two others have been added. The supplemental lessons focus on career management, and manpower and personnel distribution. The most recent versions of the petty officer and CPO indoctrination courses are currently being distributed to all naval commands on compact disc (CD). Additionally, the CPO and petty officer indoctrination courses can be found online at the <http://www.cnet.navy.mil>, by selecting "professional development" from the menu.

"Words of Wisdom"

By General Colin Powell

Being responsible sometimes means making people mad. Good leadership involves responsibility to the welfare of the group, which means that some people will get angry at your actions and decisions. It is inevitable - if you're honorable. Trying to get everyone to like you is a sign of mediocrity. You'll avoid the tough decisions, you'll avoid confronting the people who need to be confronted, and you'll avoid offering differential rewards based on differential performance because some people might get upset.

Ironically, by procrastinating on the difficult choices, by trying not to get anyone mad, and by treating everyone equally "nicely" regardless of their contributions, you'll simply ensure that the only people you'll wind up angering are the most creative and productive people in the organization.

ATG Norfolk Supply Management Team conducts

Logistics and 3M Training Seminars

ATG Norfolk Supply Management Team conducts logistics and 3M training seminars on the second floor of Bldg CEP-195, Room 210, Naval Station Norfolk.

The training seminars are open to all SURFLANT and SUBLANT activities. All classes start at 8:00 a.m. unless otherwise noted. Training seminar schedule through October 2002 are as follows:

Oct. 07-08	OMMS-NG W/C SUP (see note 2)	2 days	3-M
Oct. 10	ROM II Audit	1 day	S-3
Oct. 16-17	ROM II Familiarization	2 days	S-3
Oct. 17-18	FSM Record Audit & 1090 Trg.	2 days	S-2
Oct. 21-22	OMMS-NG W/C SUP (see note 2)	2 days	3-M
Nov. 20-21	ROM II Familiarization	2 days	S-3

note 2: OMMS-NG W/C supervisor seminars are designed for work center supervisors (E5 and above). One ship per class with 10 seats available starting at 8:30 a.m. at Bldg. CEP-195, room 210.

For quotas, contact POC via phone/email. Uniform for seminar attendees is dungarees for E-6 and below, khakis for E-7 and above.

ATMs at Sea FY03 Training Schedule

The ATMs at SEA training classes are beneficial for all current Disbursing Officers and personnel working with the ATM system. Learn how to do things right and avoid those NCR helpdesk calls. The classes will be held at the Fleet Training Center Building N19 in the DK classroom from 8:30 a.m. to 3:30 p.m. The fiscal year 03 schedule is:

- October 08-10, 2002
- November 19-21, 2002
- December 17-19, 2002
- January 07-09, 2003
- February 18-20, 2003
- March 11-13, 2003
- April 08-10, 2003
- May 20-22, 2003
- June 10-12, 2003
- June 30 -July 2, 2003
- August 12-14, 2003



To Schedule Classes Call [757-443-1189](tel:757-443-1189) or submit request via atm_navycash@nor.fisc.navy.mil or FAX to [757-443-1205](tel:757-443-1205).

Americans Respect Federal Government But Do Not Want To Join

A majority of Americans believe the federal government's work is more important today than it was prior to the Sept. 11 attacks. However, the events of the past year have not increased their interest in working for the government according to a new national poll conducted for the Partnership for Public Service.

"The good news is that more than half of all respondents see the value of government more clearly. The bad news is, increased respect does not yet equal increased interest in service," said Partnership President Max Stier.

"At a time when the Administration is trying to focus Americans on government service, and a new Department of Homeland Security will demand the talents of the nation's most skilled workers, we've shown 51 percent of respondents think the work of the federal government is more important since the Sept. 11 attacks, 45 percent believe the work of government is "as important," 80 percent of respondents said their interest in

working for the federal government had stayed the same or decreased, essentially unchanged in the past eleven months

This poll is based on telephone interviews with 604 randomly selected, currently employed adults and students nationwide, and was conducted Sept. 3-5. The margin of sampling error for overall results is plus or minus 4 percentage points.

"September 11 solidified the importance of government to most people, but the government faces a daunting challenge to attractable, motivated Americans to accomplish the critical work still to be done," said Peter Hart, also with Partnership for Public Service.

The Partnership is a nonpartisan, nonprofit organization dedicated to recruiting and retaining excellence in the federal civil service through public-private partnerships, research and educational efforts, and legislative advocacy.

FISC - DDNV Team up to Ship 50,600 MREs

The U.S. Central Command is not moving to the Persian Gulf state of Qatar, as news reports have suggested. Rather, a small portion of the combatant command will participate in a command post exercise called Internal Look '03 sometime in November, command officials said. Roughly 1,000 personnel will take part in the exercise, 600 from Central Command and 400 from subordinate commands.

In support of that exercise, FISC and DDNV have teamed up to ship 50,600 MREs to the area. The MREs were in building CEP-156 and were loaded by FISC stevedores into containers for transportation by sea.

Exercise "Internal Look '03" will also test the standing deployable headquarters. The standing headquarters was one of the recommendations from the Quadrennial Defense Review released last year.

The exercise will last one week, CENTCOM officials said, but the deployment will last longer. "You have to allow for the advance party, set-up time and take-down time," one official said. He added that the long-standing exercise was first run in 1990.

Officials could not say who the exercise commander will be nor would they comment on whether other members of the Gulf Cooperation Council would participate.

What is an MRE

If you cooked a meal, stored it in a stifling hot warehouse, dropped it out of an airplane, dragged it through the mud, left it out with bugs and vermin, and ate it three years later, nothing would happen-if it were an MRE.

The Meal, Ready-to-Eat (MRE) has evolved over years of intense research and product development to be what's considered the finest operational ration in the world today. It has helped make the U.S. military the best-fed fighting force in the world.

The MRE, which replaced the canned Meal, Combat Individual (C Ration) in the early 1980s, is the current standard individual military operational ration.

The MRE is a totally self-contained, flexibly-packaged meal used by U.S. soldiers and Marines in the field. It is used by the services to sustain individuals during operations that prevent organized food service facilities but where re-supply is established or planned.

Modern operational requirements demand ration systems that adequately provide for the needs of the individuals in extremely intense and highly mobile combat situations. The MRE answers that demand as has no other ration in history.



Bldg. CEP-156 - FISC Stevedore Alvin Dawson maneuvers his folk lift to grab another pallet of MREs for loading into a container. Through the combined efforts of FISC and DDNV 50,600 MREs were shipped out to Qatar.
Photo by Jim Kohler



Above - A FISC Stevedore loads the MREs into a container van for transport to the point of departure.



Left - Stevedore Sam Bailey blocks and braces the MREs in the container van to ensure the load does not shift during transportation.

Internships Offer Opportunity and Training

The Supply Corps Internship Programs provide an excellent opportunity for junior officers to explore major Supply Corps policy arenas while gaining on the job training in a functional subspecialty. All internships are considered entry-level acquisition positions where officers gain specific acquisition experience, education, and training. Six intern programs are now available to outstanding junior Supply Corps officers: Navy Acquisition Contracting Officer (NACO), Navy Petroleum Officer Trainee (POL), Business/Financial Management (BFM), Integrated Logistics Support (ILS), Information Technology (IT) Program and the Transportation (NAVTRANS) Internship Program. Each program offers a two-year tour, combining experience and formal training. After completing the program, interns receive a Level II career field certification in their respective acquisition career field, as well as an experience subspecialty code (S code).

In addition to these internship programs, the Supply Corps is pursuing opportunities for junior officers to participate in Joint/Operational Logistics Internship Programs. These programs will be a piece of a larger initiative to strengthen and more fully develop our expertise in Joint and Operational Logistics. The scope of these programs is under review. If you are interested and would like additional information, please contact Captain Marty Brown, Special Assistant for Joint and Operational Logistics, at martin.j.brown@navsup.navy.mil or Captain Eric Myhre, Supply Officer Community Manager, at n131s@bupers.navy.mil.

NAVSUP OP convenes an administrative screening board in April and October of each year. Interested officers must submit a written request endorsed by their commanding officer by October 21 in order to be considered for the October 2002 board. In contrast with previous submission requirements, applicants applying for the NACO Internship Program must complete 24 business credit hours (or the equivalent) prior to



"I highly encourage senior officers to mentor our brightest young officers about the valuable experience and training provided by these internships!"

*Rear Admiral Justin McCarthy
Chief of Supply Corps*

completion of the NACO program and consideration for Level II certification in the field of Acquisition (a copy of transcripts will be required). A sample application and/or additional information on the Internship Programs may be found on the Supply Corps Personnel website at <http://www.persnet.navy.mil/pers4412/requirem.htm> or It's Your Career—Officer at www.navsup.navy.mil. Requests should be mailed to:

**Navy Personnel Command (PERS-4412)
Director, Supply Corps Personnel
5720 Integrity Drive
Millington, TN 38055-4412**

The primary selection criterion is sustained superior performance during an applicant's initial afloat tour. Applicants may submit a package prior to obtaining a warfare qualification; however, a warfare qualification must be obtained prior to negotiating orders with their detailer. Participation in an internship incurs a 2-year obligation. Please contact LT Kerri Gray, SUP OP32A, at 901-874-2914 (DSN 882) or at p4412t@persnet.navy.mil with any questions concerning internship programs.

Super SERVMART Still Committed to Fleet Support

Super SERVMART appreciates all the hard work and sacrifices made by the military in service to our country. One of the ways we express our appreciation is by providing quality Customer Service. During the hot summer months, SERVMART provided cold drinks in an effort to make the shopping experience more enjoyable. However, cold drinks were not enough so SERVMART added more. The old fashion movie-theater-style Popcorn Cart with its big red wheels fills the air with aroma of hot freshly popped popcorn...FREE POP-CORN delighting customers and employees as well.

Exceptional customer service is not the only thing available at Super SERVMART. The store carries everything from office supplies, hi-tech products, cleaning supplies, tools, to damage controls products.

Super SERVMART is open Monday through Friday, except federal holidays from 7:00 a.m. to 4:00 p.m. On-site technical support from participating vendors for every commodity group is available. For items that are not carried in stock, a special order service is readily available. Delivery service to any Hampton Roads location is available including just-in-time delivery to support everything from ship's deployment schedule, to coordinating deliveries to a central warehouse receiving location when timing is crucial to meet customer requirements. Additional services include on-line ordering with access to thousands of items with next day delivery for orders over \$50.00 and received before 12 Noon. SERVMART also offers an electronic In-store Catalog that will print a shopping list that can be used to shop at the store. The catalog is updated monthly and available for download from the FISC Norfolk website at: <http://www.nor.fisc.navy.mil/home/SSERVMART.html>.

152,000 HDRs shipped to U.S. CENTCOM

On September 23 -25, 2002 personnel from the Fleet and Industrial Supply Center (FISC) Norfolk, Material Operations Department, Ocean Terminal Division, worked with employees of

What are HDRs

Humanitarian Rations were implemented in response to customer requests for specific feeding requirements for large groups of people. To date, the family of Humanitarian Rations includes the Humanitarian Daily Ration and the Humanitarian Pouched Meals. These rations are packaged such as to withstand extreme environmental conditions and to allow air drops when necessary. Currently, only the HDR is being procured for the



Norfolk Naval Station Bldg CEP 156- Elmer Baker, stevedore leader(R) and Cornelious Winder, stevedore, load humanitarian daily rations (HDR) into Seavans for shipment in support of a U.S. Central Command



the Defense Distribution Depot, Norfolk, Virginia to load 90 forty-foot SEAVAN containers with Humanitarian Rations (HRDs). Working as a team, the DDNV employees picked and prepared the meal boxes in SEAVAN-sized lots while personnel from the Ocean Terminal Division's Terminal Operations Branch loaded them into the containers. Ship Operations Branch personnel blocked and braced the containers to ensure the meals did not shift or get damaged during the ocean voyage. The 152,000 Humanitarian Rations are being shipped via commercial ship to a U.S. Central Command (CENTCOM) operating area in support of an upcoming exercise in that region according to Defense Department and military officials. An exercise is being conducted by the U.S. Central Command and a portion of the command, responsible for military activities in the Middle East, will move to Qatar to test the feasibility of deploying the headquarters to the Persian Gulf. They said about 1,000 U.S. military personnel will participate in the exercise, termed Internal Look-'03.

While in transit, the containers will have full visibility provided by special radio-frequency identification tags affixed to the containers as part of the loading process. These tags are read by fixed interrogators installed at each of commercial ports in the Hampton Roads area, as well as key locations overseas. When the container passes by any one of these interrogators, a central database is updated with the date, time and exact latitude and longitude. This information allows decision makers in the field and at the headquarters level to have up-to-the-minute logistics pipeline information.

Defense Supply Center Philadelphia (item managers) and available to the customer. However, the humanitarian meal concept can be tailored (in regard to packaging, nutritional requirements, and individual components), implemented, and made available to meet the needs of different situations when the need is present.

The original requirement for the HDR was based on a need identified by the Defense Security Cooperation Agency-Humanitarian Assistance/Demining Activities (DSCA-HA/D), for a means of feeding large populations of displaced persons or refugees under emergency conditions. The HDR is similar in concept to the Meal, Ready-to-Eat as it is composed of ready-to-eat thermostabilized entrees and complementary components and is packaged in materials structurally similar to the MRE. However, the similarity ends there.

The components are designed to provide a full day's sustenance to a moderately malnourished individual. In order to provide the widest possible acceptance from the variety of potential consumers with diverse religious and dietary restrictions from around the world, the HDR contains no animal products or animal by-products, except that minimal amounts of dairy products are permitted. Alcohol and alcohol based ingredients are also banned. The meal bag is similar to the MRE meal bag except that it is bright yellow for easy visibility and it contains graphics demonstrating how to open the bag and that the contents should be eaten. Again, the shipping container is the same as the MRE, except that it holds ten meal bags and contains markings and graphics specific to the HDR.

FISC Norfolk Key Telephone Numbers

	DSN	Telephone	FAX
Commanding Officer	646	(757) 443-1001	443-1000
Executive Officer	646	(757) 443-1001	443-1000
Executive Director	646	(757) 443-1001	443-1000
Public Affairs Officer	646	(757) 443-1013	443-1015
Small Business Office	646	(757) 443-1435	443-1355
Security Officer	646	(757) 443-1510	443-1537
Counsel	646	(757) 443-1092	443-1090
Reserve Coordinator	646	(757) 443-1012	443-1549
Command Master Chief	646	(757) 443-1153	443-1015
Acquisition			
Acquisition Executive	646	(757) 443-1601	443-1605
Operations Director	646	(757) 443-1628	443-1605
Contract Operations (Fleet)	646	(757) 443-1375	443-1424
Contract Operations (Ashore)	646	(757) 443-1347	443-1424
Pierside Purchasing	646	(757) 443-1369	443-1376
Purchasing Operations (Ashore/Overseas)	646	(757) 443-1370	444-1376
Purchasing Operations (CONUS)	646	(757) 443-1394	443-1389
Purchasing Operations (Habitability)	646	(757) 443-1444	443-4417
Resource Management			
Director	646	(757) 443-1565	443-1583
Business Operations			
Director	646	(757) 443-1075	443-1064
E-Business	646	(757) 443-1502	443-1543
Customer Operations			
Director	646	(757) 443-1165	443-1175
Logistic Support Center	646	(757) 443-1861	443-1148
Navy Integrated Call Center		1-877-418-6824	443-1175
Material Operations			
Requirements Division	646	(757) 443-1271	443-1277
Ocean Terminal	564	(757) 444-2395	444-2352
ATAC	565	(757) 444-2060	445-8607
Personal Property	646	(757) 443-3795	443-3737
SERVMART	646	(757) 443-1273	443-1293
Special Material	564	(757) 444-4037	444-3760
HAZMAT	564	(757) 444-5809	443-1293
Regional Navy Mail Center	564	(757) 444-9126	444-9796
Fuel			
Fuels Officer	262	(757) 322-9003	322-9005
Cheatham Annex	953	(757) 877-7100	887-7223
Washington, DC Det			
Philadelphia Det	442	(215) 697-9550	697-9554
Earle Det	449	(732) 866-2238	866-1106